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the establishment of an international government or a tribunal which shall oversee the work of "civilization" undertaken by the benevolent ruling or intruding nations in behalf of the untutored barbarians. The international government here proposed must in the nature of the case be composed of, and controlled by, the ruling nations and in so far as this is true the intruders may still pursue their aims. The difference consists in the concentration and consolidation of aims, whereas formerly each ruling power pursued its work of "civilization" singly and with less regard to the interests of the other ruling nations engaged in "civilizing" other subject states.

The fundamental question involved in the adjustment of differences between ruling and subject nations is a question of motives. No fair-minded student of modern national politics can fail to recognize that the motive underlying the spirit of "imperialism" is commercial exploitation of the subjugated peoples. In so far then as the ruling nations are guided by this motive in their relations with the less fortunate subject nations, to inquire whether this motive is pursued individually by each nation, or collectively and with due regard to mutual interest among the ruling nations, is immaterial.

*Code de la nature.* By MORELLY. Edited by EDOUARD DOLLEANS. Paris: Librairie Paul Guenther, 1910. 8vo, pp. xxxi+119.

*Code de la nature* first appeared in 1755. At that time it created a great turmoil on account of its revolutionary character, and until recently it has been the subject of almost endless dispute as regards its authorship. The authorship of the book has been variously ascribed to Toussaint, La Beaumelle, and Diderot among the most important ones. Of the probable authors, Diderot seemed to have the support of the majority in the disputed question, but at present there is strong grounds for supposing that Morelly, concerning whose life nothing is known, was the real author.

To the reader of the present generation, there is nothing new either in the subject-matter of the book or in the method of argument. Three of the four parts of which the book consists are taken up almost entirely by criticisms of the moral, political, and social order of the world.

The author arraigns the political and moral institutions of society and combats the principle that human nature is inherently depraved (*l'homme naît vicieux et méchant*), as the basis of these institutions.

In what forms the constructive part of the book, the author sets himself the task of discovering a situation in which it will be well-nigh impossible for man to be wicked. The solution of this problem is found in the fourth part of the book, which consists in a code of laws based upon *the law of nature*.

To the modern reader, the entire book is a far cry from Rousseau. The solution of all ills will be found if man will only "return to Nature." The publication of this book at this time is, therefore, significant, since it seems to be indicative of a desire on the part of some well-informed political reformers to resuscitate the political theories which were supposed to have received their *coup de grâce* some generations past.

*Sidelights on Contemporary Socialism.* By JOHN SPARGO. New York: B. W. HUEBSCH, 1911. 8vo, pp. 154. \$1.00 net.

This last of Mr. Spargo's many works on socialism is a collection of three lectures, somewhat revised to meet the requirements of publication in book form. The first,

"Marx, Leader and Guide," is an attempt to disseminate the knowledge of the life and character of Marx, in the hope of preventing an absolutistic interpretation of his theories. As biographer of that great historical figure, Mr. Spargo is eminently fitted to perform this service. The second, "Anti-Intellectualism in the Socialist Movement: a Historical Survey," was written in the heat of the movement in America. The writer, having expressed his opposition to this unfortunate attitude, reviews the movement, particularly as it was directed against Marx and Engels. The application in America needs no comment. The third and most important part, "The Influence of Marx on Contemporary Socialism," is a final appeal for an opportunistic interpretation of Marx's theories. It rejects the uncompromisingly materialistic interpretation of history and the "incorrect" and "out-of-date" economic theories. It is opposed to unrevised theories and dogmas. Of the two kinds of Marxism—theoretical dogma and practical expedients—socialists need to return to the latter. In short, Marx should be interpreted as an opportunist of first rank, the originator of that party which today seems to be accomplishing most in "revolutionary evolution."

While the book is valuable for students of socialistic theory and practice, yet it is addressed especially to socialists, in that, as we have seen, it deals mainly with problems arising within the party itself. It is written in Mr. Spargo's characteristically interesting, forceful, and convincing style.

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*American Railway Problems.* By CARL S. VROOMAN. Oxford University Press: Henry Frowde, 1910. 8vo, pp. vii+376. \$2.00.

In the light of European experience with private and state railways, Mr. Vrooman discusses a number of American railway problems. His book really takes the form of a scathing diatribe against American railway methods, and while the author says "the railways of the country today are being operated under a suspended sentence of nationalization," his whole argument is to show that nothing short of government operation can be a satisfactory solution of the railway problem. Mr. Vrooman explains that the object of his book is not the hastening of railway nationalization, but rather the hastening of preparatory measures, which must serve as the basis for the future transfer.

The comparison between European private and state-owned railways, in spite of the many buttresses by which the author supports his contentions, is by no means conclusive. The comparison of the financial showings of the two systems is weak, no allowance being made for taxes paid by the private roads, or for elasticity of the traffic under different rates.

As many of our western border towns found the only way of preserving order was to elect as town-marshal their most notorious and feared "bad man," on the same principle Mr. Vrooman thinks the government should nationalize its railways and place them in charge of the best railway organizers and managers in the country—the modern "bad men." The numerous quotations in some measure atone for the otherwise mediocre character of the book.

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*Scientific Management.* By LOUIS D. BRANDEIS. New York: The Engineering Magazine, 1911. 8vo, pp. x+92.

The recent railroad-rate case has brought to the attention of the railroads and the public a feature of railroad operation hitherto largely neglected. Indeed, scientific